Additional bogies in Chennai-Jaipur and Bangalore-Jaipur trains

†2171. SHRI P.K. MAHESHWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry of Railways has received demands from the passengers travelling to and fro Jaipur-Bhopal, to add one additional bogie to and fro Bhopal-Jaipur in the Chennai-Jaipur and Bangalore-Jaipur express trains;

(b) if so, the action taken by Govemment so far and by when Govemment propose to introduce that facility; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) and (c) Examined, but not found feasible due to operational exigencies. However, introduction of a weekly Express between Durg and Jaipur via Bhopal has been included in the Railway Budget 2002-2003. This will provide additional service for Bhopal-Jaipur passengers also.

Rakesh Mohan Committee Report

2172. SHRI KRISHNA KUMAR BIRLA:
SHRI SURESH PACHOURI:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the major recommendations of the Rakesh Mohan Committee Report on Indian Railways;

(b) whether Govemment have since examined these recommendations; if so, the details thereof;

(c) how far these have been taken care of in the Railway Budget 2002-2003; and

(d) the reasons for not fully implementing the recommendations of the Report and Government's reaction regarding their implementation?

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†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL):(a)The major recommendations of the Railway Expert Group headed by Dr. Rakesh Mohan are as under:

1. Institutional separation of roles into policy, regulatory and management functions. This will mean:

i. Policy makers are limited for setting policy (and paying for what they ask for). The Govemment of India will be in charge of setting policy direction.

ii. Provide operational authonomy and insulate Indian Railways by corporatising it into "Indian Railways Corporations" (IRC). It would be governed by a reconstituted Indian Railways Executive Board.

iii. Set up an Indian Rail Regulatory Authority to regulate IRC's activities as a monopoly supplier of rail services particularly related to tariff setting.

2. *Ex ante* acceptance and commitment by the Govemment and Indian Railways that Indian Railways will operate on commercial lines are the necessary conditions for the reorganisation to be successful exercise. Non-commercial activities mandated by the government will be clearly demonstrated and Indian Railways appropriately compensated for such activities.

3. In view of financial crisis Indian Railways to pursue the strategic High Growth pattern for financial recovery.

4. Exemption from taxation—excise, sales tax etc. for the period of transition, say 5—7 years.

5. Set up a Social Safety net to take care of surplus labour.

6. Restructuring of financial accounts of Indian Railways in accordance with the Companies Act, 1956.

7. Spinning off non-core activities.

8. Rebalancing of tariffs to eliminate cross subsidisation.

(b) to (d) A Committee of serior officers of Railway Board are examining the various recommendations and will be submitting its report soon.

In the budget proposals 2002-03, a beginning has been made to rationalise the freight structure by removing existing anomalies that had crept up in the

course of time. It has also been proposed to rationalise the passenger fares for proper tariff rebalancing by modifying the taper in the fare structure to remove the existing anomalies and making other marginal changes in respect of minimum fares and rationalising the relativity of fares of various classes.

Impiementation of the recommendations of the Report will be on the basis of the recommendations of the Committee of senior officers of Railway Board.

Lady thrown out of Railway Compartment

2173. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that young lady of 22 years was thrown out of railway compartment recently near Bhoke station on Ratnagiri-Madgaon route;

(b) whether it is also a fact that she was lying on railway track for five hours, without any cognizance of railway authorities;

(c) if so, what action the railway authorities have taken in this case; and

(d) whether the Railway Protection Force personnel were not there in the compartment and on that particular railway station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) No, Sir. But a lady passenger aged 22 years was reported to have fallen down from train No. 103 Dn. Mandovi Express on 1.2.2002 near Bhoke Station.

(b) and (c) No, Sir. The information about the incident was only received by the Assistant Station Master of Bhoke Station at 16.04 hrs. He immediately informed the Station Master of Ratnagiri and the Gramin Police Station, Ratnagiri. Two Police Constable who were deployed for guarding the Karbude Tunnel were rushed to the spot. They, at about 17.30 hrs., reported that the lady was alive and requested for an ambulance. The Konkan Railway Authorities immediately sent a vehicle to the spot. The lady was removed from the spot at 18.50 hrs. and admitted to the Civil Hospital, Ratnagiri at 19.30 hrs.

(d) No RPF personnel was either in the compartment or at the Railway Station.